The hours to pure of for wear? Feat's are fleat. The narted long the weathers, comes at last, flew have I signed for this? How have I signed through the holter inst past, and longed to excels this haven hour of thiss. And fleat the bolter in past, and longed to excels this haven hour of thiss. Not first into a cold, cold neather is dead? Now that I see these, less then, bed there might, cabrick into a cold, cold neather weather waiting vain for the last ways that it sell past, and can we never excess. Hath it sil past, and can we never excess. See now were in years in a seal deaven. See the company typical, maple seems and forever?

See the Observer model my dear have passed in command typical, maple seems and forever the fact of the last o

Now compains but that drear word "Farewell."
The better appears but that drear word "Farewell."
The dream of putth is o at!
Med we me at the again, within my heart
till hed cherished thee forevermore,
list may so be agart we seem to stand,
the darkness to so thick, it could not reach
the darkness to so thick, it could not reach
the agart with the first and the forevermore,
And yet—"It might have been!"
One I could have hee, in those vanished years;
Ami now I can not see thee for my hears.

and now I can not see the see shill in thine— The trembling hand—it had no power to bees! Why chap it findly now? It tembles—but for very helphoeners. Our mounts to the see that the construction of the see that the see that a see t

Once started, farce-till I know I love thee brue,
And whom excluse I stand with spirit shriven,
And whom excluse I stand with spirit shriven,
solds trust a liber brow in His own Heaven;
I show may those thee, and regists thee, too.
I then may know thee, and regists thee, too.
I then how too thee, and regists thee, too.
I then book keep thee when this chook hath past
In His clear ether may we unter at hest,
low more our drags the wild and waiting strades.
No more "It might have been "
But Heaven a vrangels tremble or vur Ups,
And Kden's glory drown this warth's scliped;

The Farest Trees of America Compared with These of Europe.

During the recent session of the United States Agricultural Society at Washington. Dr. J. G. Cooper, of the Smithsonian Institute, delivered an interesting lecture before the Society, on "The Forest Trees of America," illustrating his subject with comparisons with the distribution of European

Thinning out of timber in the older States has reduced the proportion, sad we are fast creeping toward the point when it will be scarce and dear. The western boundary of the timber country is a waving line which runs from the west end of Lake Erie to the Gulf of Mexico at the easiern boundary of Texas, which time exactly corresponds with the general direction of the moist winds from the Gulf of Mexico, northward and eastward. The prairie country is bounded by the thirteeth and aixtieth degrees of hatitude, and the ninety-second and 120th meridians. Westward come the plains, residered sterile by the sweeping dried and hot winds from the Pacific. In the prairie country, and, to some extent, in the described, the margins of streams are wooded, and they alone. Along the Pacific slope a belt of timber extends along mountain ranges, becoming thinner as we go southward.

The forests of America are disappearing and unless some means of preservation are adopted, wood will become very scarce in our own time. In Russia forests extend nearly ten degrees further northward than in America. The extent of timber land, compared with arable, is greater here than in Europe. In Russia, the proportion is thirty.

pared with arable, is greater here than in Europe. In Russia, the proportion is thirty-ex per cent., Austria, 305-10; Prussia, 218-10; Prasce, 166-10; for the whole of Europe the proportion is 2634 per cent., while in the United States and Canada it was as high as 43-410. In Europe the proportion was inbroportion is 20% per cent, while in the United States and Canada it was as high as 48 4-10. In Europe the proportion was increasing, with us decreasing. The computations do not take any note of mere fire wood, but solely of the timber suitable for building, &c. In the United States and Canada, north of latitude 43° to 50°, there is seventy-five to ninety per cent, of the country wooded. South of latitude 43° to Virginia and Ohio, there is fifty-five per cent, add Virginia Rentucky and Ohio to this district, and we have fifty-eight per cent, wooded. Indiana, with the Seuthern States, except Texas, gives sixty-eight per cent. The prairie States with wood only along their streams and rivers, have thirty per cent of timber land, and went of the prairie there is but five per cent, in all.

From the statistics of our last census we discovered that 1,500,000 acres out of 2,000,000 had but five per cent. wooded. Assuming that in 1790 all the Eastern country was wooded, then it had fallen from ninety per cent. to 47½ per cent., or six per cent, each decade, and if the thing went on at this rightful rate in their years more we would rightful rate, in thirty years more we would reduce our proportion of timber in the older States to but thirty per cant. In Russia it has been ascertained that a country having thirty-seven per cent, of timber lands was well wooded, thirty-seven to twenty-two fairly wooded, and below that point poorly wooded.

fairly wooded, and below that point poorly wooded.

In 1694 laws were passed in Russia for the protection of timber, and in 1720, trees were first planted by Government, German professors employed, and regular schools opened. It had proved highly profitable to the Government, and the system has been greatly substreed. Up to 1850 there had been surveyed 24,000,000 acres of timber, and the proportion of each variety of tree ascurtained, 49,000,000 surveyed, but the trees not classified; 5,500,000 trees planted, 30,000 acres drained for tree plantations, and 2,000 pounds of seed sown. The saving by protection from the former waste had been 83,500,000 in three jears. They had learned to plant trees in barren shifting sands, 4,000 acres of this formerly worthless land having been set in trees.

CULTIVATION OF GRAPHS AND PEACHES IN THE SOUTH .- A writer in Alken contributes the following information to the Laurensville

(S. C.) Herald:

The orchards, especially of peaches, in the vicinity, are very extansive and very profitolds. Bome, by a peach corchard alone, realise samually some \$5,590 to \$10,000, and
nothing pays better profits to the farmer for
time and attention. The lands are extremely
poor, and suitable only to this culture and
that of grapes. Vineyards often yield \$18,000,
and are being extansively cultivated. There
are fortunes to be made yet in Laurens District by the peach and grape culture; and instead of planting poor and worn out land
every year in corn and cotton, and losing
our labor, were we to plant some fifty acres
in peaches or twenty in grapes, and attend
them properly, we would realize, with little
labor, thousands of dollars, where now the
crop puts us in debt.

A METAL STRANSHIP TO CROSS THE AT-LAUFIU IN SIX DAYS.—There is a scheme before come of the aristocracy, says the English Africans, Jonesas, of means and great influence, to set on foot a national authorityinfluence, to set on foot a mational authoription, ostensibly to develop Mr. Clare's patented ideas in metal shipbuilding—in the construction of a craft capable of steaming twenty-one knots an hour, proof to fire, water and wind, to take the Queen to New York in mx days, and Lord Palmetston round the world in skay days, which his lordening has promised be will do with the inventor. The great object to be achieved is to move to the world that ships can be built in accordance with Clare's life-preserving principles, secure from the dampers of the perilous deep, and that marine transit can be made as safe as railways on land, thereby reducing losses to a minimum.

the first bearing marches, divided [7-40] of he Peter burg \$100,000 and

The following is a description of a new cotton raised in Texas:

It is grown from seeds brought from Nicacaragua, near Leon, in the mountains. It is the third year's production, on land lying near the twenty-second parallel of latitude, in a prairie country, the soil of which is sandy and saline, crystals of salt, saltpeter and alum being naturally formed on its surface. The stalks and bolls of his cotton, Mr. Sharpe, who introduced it, states, are about as large as those of the Perry Gulf cotton. The seeds are nuch sunsiler, black and smooth, as a consequence of which, 1,000 pounds of it, supianed, yield 500 pounds of ginned cotton. But it is the lint of this cotton that is most hoteworthy and remarkable. For finences and silkiness, as well as tensely of fiber, and tennity of thread, it has never been surpassed, if at all equaled. Those qualities have led some to believe it the sea island rotton; but Dr. Sharpe is convinced that it is not, since it differs from that cotton in many material respects, whatever may be the correspondence between their respective staples. For instance, he rays that 500 pounds of this cotton can be picked by one hand in a day, whereas, of the sea island, not more than 300 pounds can be picked. He believes that it can be successfully grown in nearly every part of Texas. If so, it may go as a great element of a new agricultural era in that magnificent State. It was in fact, General Belliard. Who, in compiliance with the conditions of the capitaliation of Paris, was going to Fontainebleau, to find a suitable position for the troops of the two marshals. Napolean sprang from his carriagr, saited General Belliard by the armoled him to the roadside, and overwhelmed him so with questions that he had scarcely time to reply. "Where is the army?" said he immediately. "Sire, the army is coming my." "Where is the enemy?" "At the gates of Paris." "And who occupies Paris?" Nobody; it is evacuated. "What, evacuated and my son—my wife—my government—where are they?" "On the Loire?" "On the Loire? "On the Loire? "On the Loire? "On the Loire? "An away said to be in obedience to your orders." "My orders had no such meaning, but Joseph—Clarke—Marmont—Mortier, what has become of them, what have they done?" "Sire, we have not seen either Joseph or Clarke the entire day. As to Marmont and Mortier, they have behaved like honest men. The troops have acted admirably. Even the National Guards, whenever they were exposed to fire, vied with the soldiers. They bravely defended the hight of Belleville as well as the opposite declivity, looking toward Villette. They even defended Montmartre, where there were only a faw pieces of cannon, and the enemy believing the place to be better defended, sent a column along the Revolte route to turn Montmartre, thur unming the risk of being driven into the Seine. Ah, sire! had we had a reserve of 18,000 men—had you been there, we would have thrown the Aflies into the Seine, saved ox .- The editor of the Washington Evening Stor, writing from Harper's Ferry, speaks a follows of some of the evidences of the manner in which the work of surveying was done by Washington in his early days:

was done by Washington in his early days:

When engaged in engineering lower down
the river—that is, between Harper's Ferry
and Georgetown—I have not unfrequently
hunted up and found "besch-marks, made
by the hand of Washington himself, their
position being so distinctly and accurately
indicated in his notes of his surveys (still
preserved), as that there was no mistaking
their paternity. In all, hundreds, it may be,
of civil engineers have labored over the
routes of Washington's original survey of
the Potomac in the last thirty-three or four
years, and, one and all, they will testify the
the evidences remaining of his professional
iabors, prove his remarkable method in all
things, as unerringly as his subsequent glorious military and civic history. of Hecomen—had you been there, we would have thrown the Allies into the Seine, saved Paris, and avenged the honor of our country?"

Undoubtedly, had I been there; but I can not be every-where! And Clarke, and Joseph, where were they! And my Joseph, where were they and my brave Parislans, why were not they called into action!"

"Wa do not know, sire. We were alone, and we did our best. The enetay lost at least 12,000 men." "I ought to have expected it," cried Napoleon; "Joseph lost me Spain, and now he loses me France. I ought to have expected it," cried Napoleon; "Joseph lost me Spain, and now he loses me France. I ought to have believed that poor Rovigo, who told me that Clarke was a coward, a traitor, and, moreover, a stupid. But let us have done with complaints, we must repair the cvil. Caulaincourt—my carriage." Having finished these words, Napoleon began to walk in the direction of Paris, ordering everybody to follow him, as if he could thus gain time. But Belliard and others endeavored to dissuade him. "It is too late, said Belliard, "to go to Paris, the army has been obliged to leave, the enemy will soon arrive, if they are not already there." "But, replied Napoleon." I shall lead on the army again, and drive the enemy out of Paris; any brave Parisians will hear my voice, and they will all rise and drive the barbarians beyond their walls." "Ah, sir, it is too late; the infantry is even now following me—besides, we have signed a capitulation! and who was so cowardly as to sign one?" "Honest men, sire, who had no alternative." During this colloquy Napoleon is still advancing, refusing to listen to any remonstrance, and calling for his carriage, which Caulaincourt does not bring, when an infantry officer is seen advancing. It was Curial. Napoleon calls him, and then learns that the infantry is on the spot—that is to say, three or four leagues distant from Paris, and that the time for returning to the capital is past. Conquered by facts, by the explanations he receives, Napoleon postmaster, a light is brough An American Volunther to Garbathi's Cause.—Dr. Bradfute Warwick, a son of Mr. Corbin Warwick, of Richmond, after making a tour of the Holy Land and South of Europe, was, son after his return to Paris, where he intended to prosecute his medical studies, tendered a surgeon's commission in the invading army under Garibadi, which his departure for the seat of war.

NEW KIND OF COTTON RAISED IN TEXAS.

EXTENT OF AMERICAN TRAVEL TO EUROPE. EXTENT OF AMERICAN TRAVEL TO ETROPE. During the present season 10,000 American citizens have sailed in the steamers for Europe. Calculating that each spends \$5,000, the total amount expended abroad by them is \$50,000,000. This is an enormous sum, and we trust is not entirely thrown away, as it brings a return in various ways—in the fields of art, agriculture and commerce.

MISCELLANEOUS.

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Esquerin-lin cost is only about one-half that of
tin, much less than shingle, and, considering it
great durability, is much the chespest rooting now
in use. in this great city. To-morrow he will hold a review: he will have one portion of his troops on the right of the Scine, another on the left. Some will be in Paris, some outside, and in that position, if I had my army, I would crush them all. The people would join me. They would fining every available missile on the heads of the Alliea. The peasants of Burgundy would finish the work. Not one of them should return to the Rhine. The greatness of France would be restored. If I had the arms! But my troops will not arrive for three or four days. Ah! why did not Paris hold eut some hours longer? And as he uttered these words Napoleon walked up and down the small room, which was searcely large enough to hold him and the few witnesses of this strange scene. In order to calm him, M. de Caulaincourt said: "But, sire, the army will come, and in four days your Majesty can do what you would do to-day." Napoleon who, up to this moment, seemed neither to hear nor understand what was said to him, suddenly raised his head and walked straight up to M. de Caulaincourt, and he, who had never appeared to admit the possibility of a revolution, exclaimed: "Ah! Caulaincourt, you do not know what may be done in that short time. You know not all the intrigues that will be plotted against me. You know not how many there are who will abandon me. I could name them for you, if you wish."

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A THEORY IN REGARD TO METEORS.-The

crilliant meteors which bave appeared this

and comment. Prof. Bartlet's theory for the

explanation of these phenomena is as fol-

These bodies are of the nature of planets

These bodies are of the nature of planets, and circulate about the sun in orbits as unerring as their larger brethren. When those and the earth come simultaneously to those points of their orbits which are nearest together, the action of the earth often becomes superior to that of the sun, and the small masses are drawn to the surface. Plunging with enormous velocity into our atmosphere, these little bodies compress the air in front and rub against it with such violence on the sides as to produce heat enough to fuse, and light sufficient to illuminate the most refractory and derical of substances. The exterior and notten crust is swept to the rear by the resistance of the air, this, in its turn is fused and carried backward, and so on, till finally the whole track of the meteor is strowed with groups of disintegrated and scintillating material.

THE CAUSE OF THE TABLESSNESS OF THE AMERICAN PRAIRIES.—The Westerners, when they speculate on goology, answer this question by affirming that the prairie fires have burned them off—that they have been fightened out of existence by the fires of the Indians. At other times they have their theory by affirming that the absence of troce is due to the deficiency of rain; but neither does this stand examination, for the maps of the distribution of rain show that the fall on the prairies about equals that in other regions. In Managing the transfer of the Scientific Congress, shows that the rain canass of the absence of arborescent registation lies in certain me-

amer have given rise to much speculation

The medicine can be obtained at the indowing ran-stores; N. E. cor. Fourth and Walnut; Geo. M. Dixon, N. E. cor. Fifth and Main; Burdeall & Bro. No. I Main; S. S. E. cor. Broadway and Pearl; S. D. Hill, S. E. cor. Fifth and Raco; Johnston & Fourtmeyer, N. E. cor. Sixth and Elm Suire, Eckstoln & Co., N. W. cor. Fourth and Vine Riward Scanlan & Co., N. E. cor. Fourth and lain; Raward Scanian & Co., N. E. cor. Fourth and Main; John P. White, N. W. cor. Front and Elm; Jos. S. Glascon & Co., S. E. cor. Fourth and Main Amialdi Vonwick, 233 Contral-av.—Brighton. COVINGYON, & Y. Dr. B. S. Spliman, cor. Fourth and Scott, D. B. Miller, cor. Sixth and Madinon. NEWPORT, KY D. Tyler, cor. York and Bellevus.

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Each bidder must furnish, with his proposals, evidence of his ability to comply with his bid.

Two sufficient recurrities will be required to a contract. Exitures to furnish the sealing-wax contracted for promptly, or turnishing an article inferior to that contracted for, will be considered sufficient cause for the forfeiture of the contract.

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Cinclansii, O.

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Tickase for the Round Trip, S4 per Little Miami Railroad, at 7:36 and 16 A. M., and 11 F. M., and 2 or Clucinnati, Hamilton and Dayton Railroad, at 7:36 A. M., via Columbus to Lewis Center.

For rooms or other information, address.

A. WILSON, JR.,
White Sulphur Postoffice,
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No. 108 E. THIRD-STREET WOUGHIOGHENY, WINIFERDE, Hartford City

COALS, Orders solicited and promptly executed. ma7-ay W. M. HUBBELL, Secretary. Something New!

THE EROVAPOR PORTABLE COOK-STOVE USING NEITHER WOOD, COAL, CHAR-No Smoke, No Dirt, No Heat! To discommode the operator. The best and most commical bummer arrangement extant. In grac-ical operation every day, at 11 A. M., No. 11 West

cal operation every uny, a Fourth-street. MONEY! MONEY LOAN OFFICE MONEY LOANED ON WATCHES, JEW-pairs of interest, at No. 193 Vine-street, between Yourte and Pills.

PART THE LEFT MANYAGE GPANISH OLIVES JUST RECEIVED,

For rais, wholisals and retail, he are con-SCOPON GRANGE MARMALADE. For sale, wholesale and suball, by ALID & CO. and Spenish 248 West Pourth et

RAILROADS.

OHIO WHITE SULPHUR SPRING

FARE REDUCED. via Columbus, \$4.

Little Miami & Columbus & Xenia CINCINNATI, HAMILTON AND DAYTON RATUROADS.

P. W. STRADER, General Ticket Agent.

LITTLE MIAMI COLUMBUS AND XENIA

CINCINNATI, HAMILTON & DAYTO **河智道流域景/** RAILROADS!

ON AND AFTER MONDAY, JUNE 11.

1860, frains will depart as follows:
6 A. M. EXPRESS-From Cincinnati, Hamilton and Dayton Depot-For Hamilton, Elcimond, Indianapolis, Loganeport, Dayton, &c.
7130 A. M. EXPRESS-From Little Mismi Depot, and from Cincinnati, Hamilton and Dayton Depot-Connects via Columbus and Cleveland; via Columbus, Crestline and Pittaburg: via Columbus, Belair and Renwood; and via Columbus, Belair and Renwood; and via Columbus, Belair and Pittaburg also for hyeringlaid and beloware.
7140 A. M. EXPRESS-From Cincinnati, Hamilton and Dayton to Epot-Also connects at Dayton for Springheid, Urbana and Sandasky; and with Dayton and Michigan Hoad for Troy, Pigua, Sidney, Lima, Fort Wayne and Chicago. Also for Welden Detroit and all points in Canada. Connects at Hamilton for Oxford, acc.
7136 A.M.—From Cincinnati, Hamilton and Dayton flegot—Accommodation for Hamilton and Wayne and Chicago. tations.

10 A. M. EXPRESS-From Little Mami De-out-Connects via Columbus and Belair and Ben-good: via Columbus, Belair and Pittsburg; via Coumbus, Crestline and Pittsburg, and via Colum-bus and Gleveland. wood: via Columbus, Belair and Pittsburg; wia Commbus, Crestine and Pittsburg; and via Columbus and Besseland. X PR E S S From Cincinnati, Bandlon and Bayten Depat-Fer Dayten, Springfield. Urbama, Beliefuntains and Kenton; also at Dayton for Columbus; connects via Hamilton for Bichausand; Indianasolis, and all points West.

3:56 P. M. From Untrinnati, Hamilton and Dayton Depot-Fer Hamilton and all Way Stations; connects at Hamilton for Columbus, stopping at all Way Stations; connects at Hamilton for Columbus, stopping at all Way Stations; also for Springfield.

6 P. M. From Little Miami Depot-Accommodation for Columbus, stopping at all Way Stations; also for Springfield.

7 P. M. From Little Miami Depot-Accommodation for Columbus, stopping at all Way Stations; also for Columbus, stopping at May Stations.

8 P. M. EXPR ESS-From Cincinnati, Hamilton and Dayton Depot-For Troy, Figua, Honey, Little, Fort Wayne and Chicago; also for Teledo, Detroit and all petits in Canada; connects via Elamilton for Richmond, Loganisport, &c. 11 P. M. EXPR ESS-From Little Miami Depot-Connects via Columbus, Staubenville and Plitsburg; via Columbus, Crasilina and Plitsburg; via Columbus, Stabenville and Plitsburg; via Columbus, Crasilina and Plitsburg; via Columbus, Stalair and Plitsburg; via Columbus, Crasilina and Plitsburg; via Columbus, Stalair and Plitsburg; via Columbus, Crasilina and Plitsburg; via Columbus, Stalair and Plitsburg; via Columbus, Columbus, Stalair and Plitsburg; via Columbus, Columbus, Stalair and Plitsburg; via Columbus, C

COMMENCING APRIL 15, 1880. OHIO AND MISSISSIPP) **(市省省金融)** RAILROAD.

BROAD GAUGE. CINCINNATI & ST. LOUIS. THROUGH WITHOUT CHANGE OF CARS.

THROUGH WITHOUT CHANGE OF CARE.

TWO PAILLY TRAINS FOR VIN.

and 5:35 P. M. Cairo and St. Louis at 4:25 A. M.

and 5:35 P. M.

Three daily trains for Louisville at 4:25 A. M.

2 P. M. and 5:35 P. M.

Vinconnes Automomodation learnes at 2 P. M.

One trains for Evanerille at 4:25 A. M.

The trains connect at St. Louis for all points in
Kanass and Nebraska, Hannibal, Quincy, and Ksotuk; at St. Louis and Cairo for Memphis, Yicksburg
Natchet and New Orleans.

One through train on Sunday at 5:35 P. M.

Returning, fast line basess East St. Louis, Sundays

arcepted, at 7 A. M., arriving at Cincinnatia at

9:50 P. M.

Express train leaves St. Louis daily at 7:20 P. M.

arriving at Unclimatia at 7:30 A. M.

For through tickets to all points West and South

piesses apply at the offices. Walnut-atrest liquis, bo
tween Skill and Seventh-streets, No. I Burnel House

Bront and Milli-streets. Unmibuses allowed, Scrode

Bront and Milli-streets. Unmibuses allowed, Con
gers.

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CINCINNATI, RICHMOND AND INDIANAPOLIS Cincinnatid Chicago

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GREAT THROUGH HOUTE TO THE
NOBERWEST FOR
INDIANAPOLIS, TARRE HADTE,
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Three daily through trains have Sixth-street Descrip-Three daily through trains leave Sixth-street Depot at 6 A. M. and 2836 P. M. and 6 P. M.

Through to Indianapolis without Change of Cars.

At Bichmond, with Cincinnath and Chicago Rail-road, for Anderson and all points on the Hellsfon-taine Railroad Line, Kokomo, Loganeport, Peru and all points on the Weinsch Valley Hallsmad. At Indianapolis for Terre Haute, Mattoon, Pana 8t. Louis and Illinois Central Hallroad. At Lafayette for Farville, Tolono, Decatur, Spring acid, Naples, Quincy, and Haunibal and St. Joseph Railroad. Mailroad.

At Chicago for Hacine, Kenosha, Milwaukie, La-rrosse, St. Paul, Prairie du Chien, Bock Island and Iowa City. The 6 P. M. Train makes direct connection at Logansport with Logansport, Pooria and Burlington Railroad, for Gilman, Ef Paco, Pooria, Burlington, Jonincy, Galesburg, Galena and Dunleith, making the

TWENTY-FIVE MILES SHORTER THAN BY ANY OTHER BOUTE, 100 MILES SHORTER Fare as Low and Time as Quick as by any other Route.

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169 Walnut-street, between Fourth and Fifth-streets, mear Cibean House;

North-east corner Front and Broadway;
West side Vius-street, between Burnet House and Pastoffice;

Cincinnet, Hamilton and Dayton Pepet, Fifth and Sixth-streets.

W. H. SHIPMAN, Passenger Amperialment and Commitmes will call for passengers by leaving their names at either of the Ticket Office.

INDIANAPOLIS AND CINCINNATI SHORT LINE RAILROAD. Shortest Route by 80 Miles.

NO CHANGE OF CARS TO INDIANAP.

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Leave Cincinnati daily from the foot of Rill and Front-street.

5:46 A. H.-CHICAGO MAIL.—Arriver at Indianapole at 19-7 A. A., Chicago at 2. M.

disnapole at 19-7 A. A., Chicago at 2. M.

G. P. M.—CHICAGO EAIL.—Arriver at Indianapole at 19-8 A.

G. P. M.—OHICAGO EXPIRES.—Arriver at Indianapole at 19-8 M. Ghicago at 7-30 A. M.

Risquing Ca 1-12-7 M. Ghicago at 7-30 A. M.

Risquing Ca 1-12-8 M. Ghicago at 7-30 A. M.

Exemption are streeted to all might-trains on this line, and ran through to Chicago without change of cars.

The pure you are in the right licket-office before you purchase your ticket, and ask for tickets vis leave-tuneburg and Trademapolis.

Fare the same, and time shorter than by y oths route.

Beginner checked through.

The purchase of the street with the street of the street

Louis cold to the design and the water part of \$10. Adjournment

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MONTREAL AND PORTLAND Toledo, Detroit and Canada Line I CINCINNATI, HAMILTON AND DAYTON

GRANDTRUNE

RAILROADS. THE GRAND OPENING HAVING been prepared and how, an opportunity has a force of wales, the Illumination recognition of the Frince of wales, the Illumination recognition of the Frince, Discound Trip Tickels \$2.4.

Econd Trip Tickels \$2.4.

Cincinnat to PortUniad and reture: Good from August 1, to September 10, will be placed on sair as the Offices of the Companies on the 38th inst, and remain mull August 5, inclusive.

1917-11 General Ticket Agent.

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